THRUST

volume 3 January 1961 number 1

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THRUST

Vol. 3, No. 1 Jan. 1961 Page 2

THE OFFICIAL EMPLOYEE PUBLICATION OF REGION ONE, FEDERAL AVIATION AGENCY. HEADQUARTERS: FEDERAL BUILDING, NEW YORK INTERNATIONAL AIRPORT.

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EDITORIAL

Happy New Year!

Did you make any New Year's Resolutions? Lots of people did. And, if you haven't, there is still time. Perhaps this year you should. Even if you've never done so before. Because this is a highly unusual year -- for you.

You happen to be alive at a time when mankind is being faced with alternatives which could decide his continued existence on this planet. There has never been a time quite like it. And it's you who will make the decision.

You'll make it in your choice between good work and slipshod work, between bearing down or goldbricking, between giving full measure or short, between getting-by or excelling, between doing what's right or doing what's expedient.

Many of us are engaged in work where the standard of performance is perfection; where, in short, anything less than perfect work is inadequate. Aviation, it has been said, is singularly unforgiving of error.

In the next decade, excellence will, if anything, become more essential than ever. We will, before long, be assuming responsibility for the safety of Mach 3 airliners.

Did you make any New Year's Resolutions? You still have time.

REPORTERS

DICK GALE
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BERNARD UNGER

THE COVER

Photographed on a crisp winter's day, Region One's Headquarters faces a new year of stepped-up activity in its expanding programs for the country's vital northeastern states.

R. O. Notes

Dr. William R. Albers, Deputy Flight Surgeon, Region I, recently returned from the USAF Aero-Space Medical Center at Brooks Air Force Base, San Antonio, Tex., having completed a graduate course in Aviation Medicine.

The course covered recent advances in Aviation Medicine and Nuclear Warfare Medicine. Dr. Albers also experienced explosive decompression in the high altitude chamber, a cockpit ejection seat run, and a familiarization flight in an Air Force jet.

NEW FACES IN THE PERSONNEL AND TRAINING DIVISION INCLUDE:

Placement Branch - Reuben Levinson, Supervisory Placement Specialist, servicing Flight Standards and Facilities & Materiel; Tom Corr, Placement Specialist servicing Air Traffic Management and the Regional Manager's organization; Carl Courtemanche, Placement Specialist, performing field recruiting; and Joy Wiggers and Maria Mascali providing clerical support.

Personnel Relations Branch - Ed Richardson, Safety Engineer, conducting the regional occupational safety program and Joe Smalley, Employee Management Relations Specialist participating in the regional incentive awards and employee relations programs.

Four top-level FAA personnel from Region One are scheduled to attend the Sixth Class of the FAA Executive School. The course will be held at the National Training Center of the American Red Cross from the 5th of February through the 17th. The gentlemen in question are Lawrence C. Elliott, Regional Manager, Wayne Hendershot, Chief, Air Traffic Management, A. T. Chiarito, Chief, Establishment Branch, of Facilities and Materiel and William E. Crosby, Chief, Maintenance Branch, of Facilities and Materiel.

Jean F. Fasano recently reported for duty as the Nurse attached to the Regional Flight Surgeon's Staff. Miss Fasano received her R.N. and a B.S. degree from the College of Mount Saint Vincent in Riverdale, N.Y.

She was Head Nurse in a thoracic operating room and assisted at pulmonary and cardiac surgery for almost two years. Jeans' other practical experience includes the instruction of student nurses in the operating room at Bellevue Hospital in New York, and doing an occasional private nursing stint.

Her hobbies which raise her to the heights also plunge her to the depths, for she has been an avid flyer since soloing two years ago, and during a Caribbean cruise last summer was bitten by the skin diving bug.

Assistant Regional Manager S. W. Bobskill is pictured with Awards Officers Kaplan and Smalley as the trio bestowed commendations and cash on alert regioneers in recent ceremony. Eash recipient was rewarded for unusual contributions to management efficiency.

Pictured from l. to r. are:
BACK ROW: Louis J. Mitchnik, Richard J. Crowley, Hy Kaplan, Joe Smalley, Ezequiel E. Lopez and Warren Zetterstrom

FRONT ROW: Fred J. Carollo, Doris A. Thomas, Assistant Regional Manager, S. W. Bobskill, Judy Hoag and Paul L. Perkins

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Hy Kaplan and Leo Berek of the Training Branch recently conducted a two week instructor training course in Washington. This course will be given at other regional locations from time to time. For further information contact RM-183.

POOP FROM THE GROUP

CALL BACK OVERTIME FOR MAINTENANCE TECHNICIANS UNDER STUDY BY PERSONNEL

The long standing problem of equitable compensation for Electronic Maintenance Technicians performing overtime work to restore outages or accomplish emergency repairs is under study by the FAA Office of Personnel and Training in Washington.

Overtime compensation to technicians is now limited to the time actually involved in performing "work" on components of an air navigation aid, with a minimum payment of two hours for each "call back."

Time spent in traveling to and from worksite is not used in computing overtime payments unless the travel is carried out under arduous conditions.

The language of the law is explicit and restrictive in this regard. The Comptroller General in ruling on cases presented to him for decision, has consistently held that overtime is payable to per annum employees, for their travel time, only where the travel is carried out under such arduous conditions that the travel itself is indistinguishable from "work."

Extreme cases can be cited in which employees have been on duty as much as eight hours beyond their normal tour but receive compensation only for the minimum two-hour period, because the work performed at the site required no more than that amount of time.

P & T has discussed the problem with the Office of the Comptroller General again to seek review of the questions that have been presented periodically in an effort to secure relief.

These discussions have been informal but will be followed by formal submission, based on typical case studies of field situations, defining specific cases of substantial inequities drawn from regional experience. Facilities and Material Field Division No. 1 in cooperation with regional P & T, has presented a series of case histories drawn from actual experiences in the ATFO's and ATDO's.

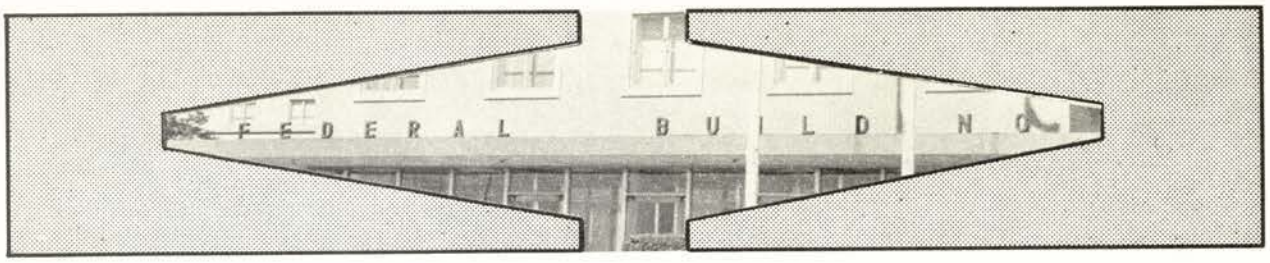
These will be used as the basis for a complete and detailed statement of the problem to the Comptroller General as a first step in the current effort to resolve the problem.

If a satisfactory decision is not received from the Comptroller General, the Washington Office plans to seek changes in the legislation governing overtime payments, to provide for more equitable treatment of "call back" overtime.

A series of meetings have been held in the Washington Office recently to initiate the job analysis phases of an occupational standards study of Electronic Technician jobs. According to info contained in the November Consolidated Report of the Personnel Programs Division, the meetings were attended by representatives of the Systems Maintenance Division, a regional maintenance employee, and members of the Program Standards Branch. The result of their efforts should ultimately be new standards for Electronic Technician jobs. In the past, new standards have usually produced raises in grades for at least some of the affected employees.

CHANGING OF THE (AWARDS) GUARD

S.W.Bobskill, Assistant Regional Manager, looks on, as Hy Kaplan, left, passes symbol of office to Joe Smalley, new Awards Officer.



Seeking means to facilitate handling of Western air traffic serving Berlin, the three Allied Western Powers have called on the Federal Aviation Agency to conduct an immediate simulation study of the terminal area in that German city.

FAA Administrator E. R. Quesada stated that this special study-experiment will be launched on a full-scale basis shortly with the use of a dynamic air traffic control simulator at the FAA Bureau of Research and Development's Experimental Center located at Atlantic City, N.J.

The Berlin Air Coordinating Committee, whose representatives from the United States, Great Britain and France are responsible for matters pertaining to air traffic control and navigation aids, pointed out in its request for assistance that there was immediate need to solve current problems inherent in the three corridors leading in and out of Berlin.

Although air traffic in the German city is not heavy by American standards, the committee stated, it becomes difficult at times to handle because of limited space for arriving and departing aircraft.

The present navigation facilities and traffic control equipment in the Berlin area for the most part have been in place a number of years, officials emphasized. Thus, it is felt that further modernization will undoubtedly expedite movement of aircraft serving Berlin.

The German city poses a unique situation in that its air traffic from the West must move through three corridors.

Each of the corridors feeding traffic from the West to and from Berlin are 20 statute miles in width. The East bloc aircraft operate from another airport serving the German city.

The FAA study will be conducted in the Bureau's Simulation and Computation Laboratory. Simulated radar and flight progress strip displays will be used in connection with the dynamic simulator, with traffic samples based on current Berlin peak traffic densities.

Leading traffic control experts will take part in the project. One of the watch supervisors at the Berlin Approach Control Facility has been detailed to the survey. Three FAA simulation air traffic control specialists also have been assigned to the study.

* * * * *

The Federal Aviation Agency has proposed rules to standardize the flight operations of all aircraft operating in the vicinity of all airports with the primary aim of enhancing air safety in the vicinity of airports and reducing aircraft noise affecting airport communities.

The rule-making proposal marks the first time the Agency has proposed the adoption of national standards for traffic pattern rules governing flight operations on and around all airports.

The proposal would create an airport traffic area around each tower-equipped airport that would take in the airspace below 2,000 feet within a radius of 5 miles of the center of the airport. Any pilot not intending to land at the airport would be prohibited from flying through this area unless he received the tower's permission to do so.

Such a standard airport traffic area is believed necessary by the FAA because of the number of near mid-aid collision incidents which have been caused by the interference of enroute aircraft operating in airport traffic patterns.

The proposal would also limit airspeeds of aircraft operating in the traffic area around controlled airports to not more than 180 miles per hour. If the operational limitations for a particular aircraft require greater speeds for reasons of safety, then the speed would be limited to the minimum necessary for the safe operations of that aircraft.

MORE POOP ON PAGE 11

INTRODUCING H. W. FRALEY

H. W. Fraley, Chief, Management Section, Air Traffic Management Field Division #1. Over-all he has 26 enviable years of air traffic experience starting as an airport traffic controller for the City of Baltimore, in 1939. Less than one year later he and the FAA joined forces with his acceptance of an appointment at the Newark Center in March of 1940.

He is a man equally familiar with terra-firma and the ozone by virtue of having served with the U.S. Army in the infantry for a three year stint, and devoting an additional four years with the Army Air Corps. It was with the latter that "Bud" was instrumental in the organization and operation of the Bolling Field Tower -- one of the first military towers in the country.

"Bud" later resumed association with the military by representing the FAA as Air Defense Liaison Officer at the Andrew and Stewart Air Force Bases for a two year period.

When not Scuba diving, or hunting he can be found at his Whitestone, L.I. home raising tropical fish with the able assistance of his wife Marie, and their two daughters Sandra and Patricia.

AND SAL MAGGIO

Our answer to J. Edgar Hoover is Salvatore Maggio, Regional Security Officer.

His is the herculean task of maintaining adequate security throughout the entire region and the responsibility for the issuance of security clearances for all regional employees. Although a newcomer to the FAA, he has been in government since his release from the Army in 1945. Maggio's prime security experience was garnered while employed as an investigator for the U.S. Civil Service Commission for almost 10 years.

"Tut" as he is known to his football playing buddies, distinguished himself on the gridion at Colgate University and earned a B.A. degree for his extra-curricular activities. After graduation "Tut" taught at St. Francis Prep. in Brooklyn, N.Y. for over 11 years, and doubled in brass as football coach and experienced some highly successful seasons.

His spare time is still predominatly spent in instructing youngsters in the finer aspects of sports. He is supervisor of a local little league football group, has coached and managed little league baseball, and has officiated at numerous college and high school football contests.

The Maggio family make their home in Flushing, N.Y. and consists of wife, Rose, daughter, Marilyn and son Donald.

AND LAST, BUT NOT LEAST, MEET ED BAGATELL

Meeting Ed. Bagatell, Chief, Voucher Examination Branch, Accounting Division is as refreshing as encountering an oasis in the Sahara. Despite almost 30 years of Federal Aviation service -- his initial duty being with the Bureau of Lighthouses -- his love and enthusiasm of his occupational pursuit hasn't dimmed a mite.

An early interest in accounting and economics was instrumental in his majoring in accounting while attending City College of New York. With the exception of occasionally viewing the antics of his New York Yankees his only other recreational interest is traveling with his wife Sylvia. Arizona and Florida are their favorite haunts, plus a yearly jaunt to visit their son Fillmore and their three daughters.

"Baggy" as he is affectionately termed is a living testimony to the fallibility of the cliche, "Nice guys finish last". With his talent for figures and a great love for his fellow man, it is apparent that here is no "Mere Bagatell".

Atlantic City, N.J., December 15, 1960

Roys C. Jones, Chief, Program Planning Branch ATM Region One, commissioned the new Atlantic City control tower and radar control room today. Replete with the most modern air traffic control equipment available, valued at approximately three quarters of a million dollars, this facility currently averages over 10,000 departures and arrivals monthly.

The operation of the tower and radar control room 24 hours daily requires the services of 80 FAA BATM personnel working under the direction of Chief Controller, John C. Ludlam Jr. Pictured below, Left to Right: L. Horvath H. Skubik, W. Buechler, Roys Jones, E. Skaggs

* * * *

Glens Falls, N.Y. December 1960

H. M. Feinberg of the Glens Falls FSS reports the following info. Ed Bower is back in harness, having fully recovered from three bouts of major surgery in the past year. --- Karl Waterman another member of the FSS recently returned from the Aeronautical Center -- weather-wise(er) and with a head full of "adiabats".

The facility was visited by Robert Nolan, Weather Bureau Field Aide. The insuing conversations were both interesting and informative.

Nantucket, Mass., December 1960

A dramatic air and sea rescue took place off the shores of Cape Cod one night which merits a "well done" for all who participated.

Rodney Schultz, a crew member of the dragger "Pandion" fell overboard and remained afloat for 35 minutes before being rescued by his skipper, Captain Coffin.

When it had become apparent that a crew member had failen overboard, Captain Coffin flashed a May-Day to the Coast Guard at Brant Point. Realizing the time lapse it would take before patrols could reach the area, and the additional time consumed locating a man in the dark sea, the Coast Guard telephoned the Flight Service Station at Nantucket and requested that the May-Day message be relayed to all aircraft in the area. The Nantucket FSS in turn advised the Otis RAPCON.

Otis RAPCON contacted an Air Force RC-121 Constellation in the local area and asked if he would render assistance in the search. The pilot Lt. M. Haber, agreed and with an assist of a radar vector by Air Traffic Control Specialist Richard F. Parker, was on the scene within minutes.

By use of the aircraft's landing lights and flares the area was sufficiently illuminated for the rescue to be effected.

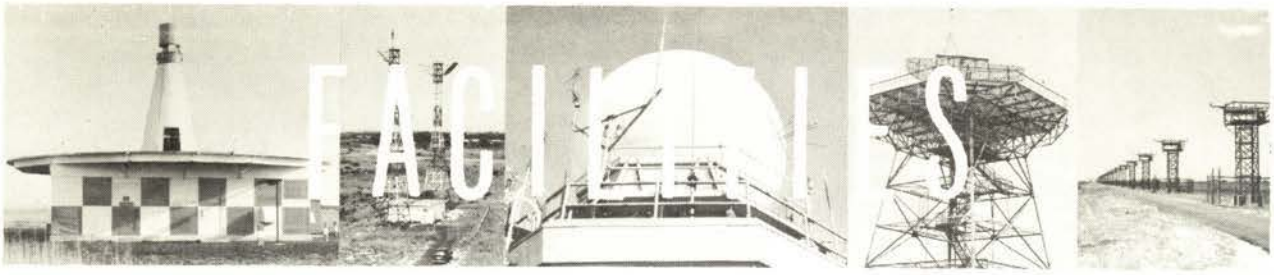
* * * *

Boston, Mass., December 1960

Matthew J. Kennedy a controller in the Boston Center, formerly of Fittsburgh, died recently.

Those of us who knew "Mat" felt great sorrow in his passing.

Our sympathy is extended to his lovely wife "Jonesy."



Arlington, Va., December, 1960

Although most Government functions in the Washington, D.C. area were virtually halted during and immediately after the severe snowfall of Dec. 12, it was no holiday for technician Richard Stevens of ATDO 13.

Steve negotiated a 4000 foot mountain with the aid of a four-wheel jeep and self supplied shovel-power and restored a malfunctioning transmitter to service.

ATDO 13 further distinguished itself by the marathon activities of a radar crew led by Leon Gonthier, in weather so frigid that the minute amount of oil used in lubricating the antennas froze and had to be thawed before the delicate and precise alignment could be accomplished.

Working around the clock, commencing at midnite, the crew finished its task of changing the antenna at Andrews AFB, Maryland, in 17 hours.

* * *

Burlington, Vt., December, 1960

ATFO 16 at a recent safety meeting showed a film entitled "A Closed Book". This film has been called by national safety and educational leaders, "one of the best safety movies ever produced".

Interested parties may procure this film by contacting the Nationwide Insurance Co., 246 N. High St., Columbus 16, Ohio.

* * *

Harrisburg, Pa. January, 1960

The ATDO announces that Tom Newman recently became the father of a baby girl who is transmitting on a wide range of frequencies during all hours of the night.

* * *

New York, N.Y.

F and M field division No. 1 deeply regret the recent demise of Joseph M. Hill, who died at his home recently.

Mr. Hill who was 72 years old, retired last year after being affiliated with the FAA for 18 years, as an electrical engineer.

Jamaica, N.Y. December, 1960

Robert M. Brown, Chief of Facilities and Materiel Field Division No. 1 recently completed the Fifth Federal Aviation Agency Executive School. Below he is pictured receiving the certificate of successful completion from Brigadier General Carl J. Hutton, U.S.A. Chief, Training Division, FAA Washington.

* * *

Covington, Ky. December, 1960

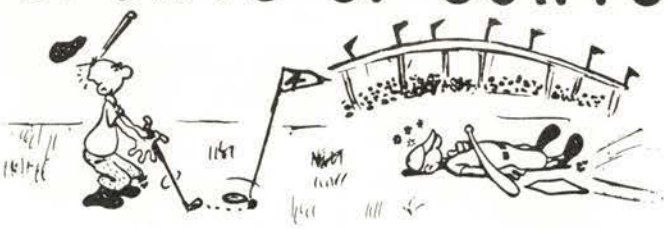
Francis M. Carpenter and Vincent Dovysatis of ATFO #21, Facilities and Materiel Field Division #1 recently received suggestion awards. Carpenter's suggestion remedies the difficulty encountered with ASR-2 polarization slip ring assembly. Dovydaitis' suggestion involved relocating an inaccessible control.

* * *

Nantucket, Mass. December, 1960

Teamwork proved most beneficial to three fellow workers of ATFO #47. They received $150 for a suggestion concerning automatic resetting of the high voltage rectifiers used in the consolan system when the equipment has been shut down due to a power failure or other cause while unattended. The recipients are: Earl L. Bartlett, Lewis E. Seay and Richard C. Mack.

SPORTS OF SORTS



Jamaica, N.Y.

The Sports of Sorts' selection for the Region Sportswoman of the Year goes to Lorraine Michalski. Although this dynamic Miss specializes in felling more timber than a lumberjack with a two-bladed axe, bowling is only one of her many athletic accomplishments. The St. Albans lass also performs creditably on tennis court, ski slopes and takes to the water like a dervishing dolphin.

Lorraine who won the High Gross Trophy in last year's rollout tournament, is the current leader of the girls high game, high series and high average this year. Her high game of 240 puts many a bowler of the so-called stronger sex to shame.

Mysteryville, U.S.A. December, 1960

Recognize these lads? A years subscription of "Thrust" will be awarded to any one giving the proper identification. Members of their facilities are prohibited from participating.

Washington, D.C.

Fired up with the "Robin Hood", bow and arrow, deer-hunting success of Washington center trail-blazers Ed Bark, Frank Graves, Dick MacSparren and Armand Michaud in the A.P. Hill reservation, twenty nine more lads from the center have received permits to stalk the plentiful deer in this modern "Sherwood Forest" so close to the Nation's Capital.

MEET MISS MAYER

The boys in Manufacturing Inspection think Dolores is a new kind of NavAid -- for her pyrotechnic pulchritude, has been known to deflect compasses.

Dolores navigated to the FAA via the Berkley Business School and Sperry Gyroscope -- where she worked as a secretary prior to her first duty assignment in November of 1957.

This young lady enjoys sports of all description, reads occasionally, enjoys dancing and loves to listen to the music of her horn tootin' boy friend, who is a professional musician. Strangely enough, said piedpiper isn't jealous, but Dolores is.

* * *

We have omitted from this issue the page "Flight" which appeared in last month's THRUST. We had intended it to be a page of news of doings in the field offices of Flight Standards Field Division #1 -- but there just hasn't been any news from these field offices.

THRUST welcomes, indeed requires, submission of news items from Region One employees. Material should be submitted promptly and not delayed unnecessarily enroute. Criticism is also wecome and letters to the editor will be published if signed and of general interest.

TO THE EDITOR OF THRUST:

We've seen Miss New York Center and Miss Mayer, and still think you haven't seen anything until you see the gal from our facility.

We are enclosing her photo.

NAME_____

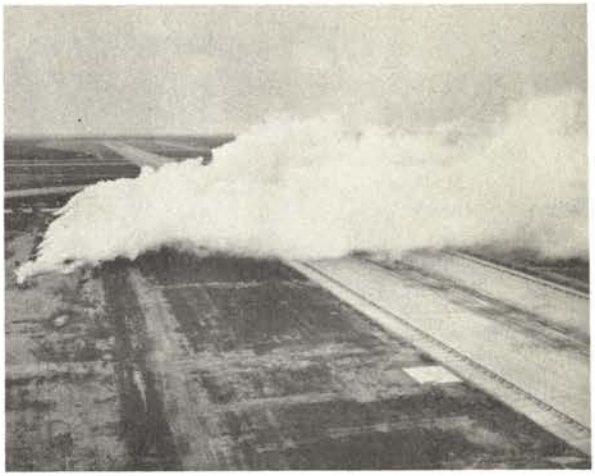
ADDRESS_____

THRUST'S PICTORIAL PRESENTATION OF BRADC

BRADC stands for Bureau of Research and Development Center. Until recently, it was known as NAFEC. But either way, BRADC is an arm of the Bureau of Research and Development and, therefore, not a part of Region One at all. But the center is situated in Atlantic City, N.J. and carries on much of its work through use of a Region One tower recently commissioned there. As such, BRADC is not only a close relative but a next-door neighbor. The Bureau of Rearch and Development knows it can rely upon regioneers to add their steadying influence to the important projects going on in our backyard.

Atlantic City Controllers at operating positions during dynamic simulation of air traffic in the Frankfurt, Germany, area.

Air Traffic Control Specialist George Weimar of Atlantic City Center/Tower operating FLIDEN (Flight Data Entry) Console.



Many of the experimental projects that fly at Atlantic City Airport require poor weather. Test Pilots complain when ceilings and visibilities increase. If Mother Nature doesn't provide the poor visibility desired these fog producing machines create the reduced visibilities needed. The resulting variance in visibilities on different positions of the airport is just another of many type of control complications.

New Control Tower at Atlantic City is officially commissioned by Roys Jones, Chief of Program Planning Branch. Pictured from left to right are Chief Controller John C. Ludlam, Jr., Air Traffic Control Specialist Delmar Griffin and Mr. Jones.

MEMORY LANE

A QUARTER OF A CENTURY AGO

The occasion was the Airways Mechanicians Conference held in the Old Police Building at Newark Airport (Regional Office). All mechanicians of the Region were present together with the entire regional headquarters staff. (26 employees) *For names, see page 12.*

MORE 'POOP FROM THE GROUP' CONT'D FROM PAGE 5

The Civil Service Commission will shortly begin an intensive evaluation of the Federal employees health benefits program, as part of a continuing long-range program to ensure effective administration of the program and to make or recommend changes to improve it.

The evaluation will also be used in the renegotiation of contracts with carriers of plans participating in this program, the Commission reports. Although the present contracts will run until October 31, 1961, renegotiation for the second contract period will begin next spring.

The evaluation will have two primary goals: one is to determine how smoothly the program is operating and the second is to obtain a valid cross section of employee opinion concerning possible changes. Commission representatives will look into the settlement of claims, agency record keeping and enrollment procedures, and operation of the Commission's health benefits regulations. Employee opinion will be sought on such matters as the adequacy of health benefit coverage offered, service received under the plans, and benefits to be added to or deleted from the several plans.

From its continuing evaluation, the Commission expects to be in a position to spot problems before they assume major proportions, and make or recommend changes and improvements in the program from a broad base of data concerning actual need and desire, rather than from isolated suggestions or limited information.

To assure that the evaluation will reflect all viewpoints, Commission representatives will make visits to agency installations and health plan offices and will seek advice from a variety of sources which have already proven to be very valuable. Among these are the Federal Employees Health Benefits Advisory Committee, an interagency advisory group of Federal personnel directors, a five-man committee representing the health insurance industry, national officers of Federal employee organizations, carriers of the participating plans, and representatives from various organizations in the medical and hospital fields.

SPOTLIGHT ON SAFETY

Statistics show more males than females are born each year in the United States. Why, then, are there more women than men later in life? One reason is five times as many males in the 15 - 24 age group are killed in accidents. So - gals, keep the men alive - because the supply isn't keeping up with the demand. Don't let your boyfriend or hubby overdo things, whether it's a minor repair job around the house or a long vacation drive.

Driving at high speeds is dangerous. According to the National Safety Council the chances of someone getting killed in an accident is greater at high speeds. At 75 m.p.h. the chances of someone getting killed in an accident is 1 in 8. At 65 m.p.h. the chances are 1 in 20. At 55 m.p.h. the chances are 1 in 50. Don't play Russian roulette on the highways. The stakes are the greatest -- your life, or the lives of your loved ones.

In the mood for a shocking experience? Well, you can accomplish this several ways. Stick your fork inside the toaster next time that piece of bread won't pop up. Don't forget, of course, to leave the toaster plugged in. Oh, yes, and to make the experience more memorable, try resting your free hand against a metal sink or faucet -- preferably one that's moist. Fiddling with radios while you're taking a bath can be pretty shocking, too. And it's always darn risky. The National Safety Council says that electricity is nothing to fool around with. You can't be too careful with it. A Texas man learned that while watching TV in his bathtub. The antenna fell into the tub, shocking him senseless. The cause? Probably a defective set that energized the antenna. Maybe you don't watch TV while taking baths, but it's a good bet you do take unnecessary chances with electricity. You may not even be aware of all the risks you take. According to the Council, more than 1,000 persons a year die from electric current, many of them in the home. Undoubtedly, thousands more are painfully shocked. The Council has received reports of people being shocked by everything from oven elements to "live" refrigerator doors. How can you keep from being accidentally electrocuted?

You can avoid a lot of risk by observing these rules, the Council says: 1. Don't touch appliances or radios while you're in the bathtub or your hands are wet. Always stand on a dry surface when you use appliances. 2. Unplug appliances if you must poke into them. Even then be careful of heavy condensers, such as in a TV set. 3. Ground appliances in damp locations, such as washers or dryers. Always ground portable electric tools, especially when used outside. 4. Replace worn appliance cords. "Confine your shocking experiences to the things you see on TV horror movies and the like," the Council suggests. "Don't get electrocuted by a home appliance.

Bill Bresnik, of the Boston Center, chairman of the Boston FAA Safety Council was recently appointed to the program committee of the Federal Safety Council of Boston. The Council is composed of all major Federal Agencies in the New England Area.

NAMES OF A QUARTER OF A CENTURY AGO.....

The stalwarts pictured on page 11 are named below.

BACK ROW: M.Graves W.Walker, R.Cotter C.S.Wilson, H.Williams N.Davis, R.Stamberger L.Lee, W.Stoneman R.Huss, C.Darling C.Fountain, D.Symon L.Rossi

MIDDLE ROW: D.Wax A.Massari, C.Tepperman G.Dorsey, J.Bayhe E.Bagatell, C.Danny N.Lubin, L.Miller J.George, J.Wohl E.Freeman, J.Rainford A.Zientarski, C.Winston R.Rowayne

FRONT ROW: H.Howard C.Estep, R.McRoberts F.Ormsbee, A.Preil D.Vandewater, S.Baer F.Tower, R.Donaldson C.N.Wilson, J.Burgett D.Givens